



Addressing Existing Traffic Issues with Rapid Transit

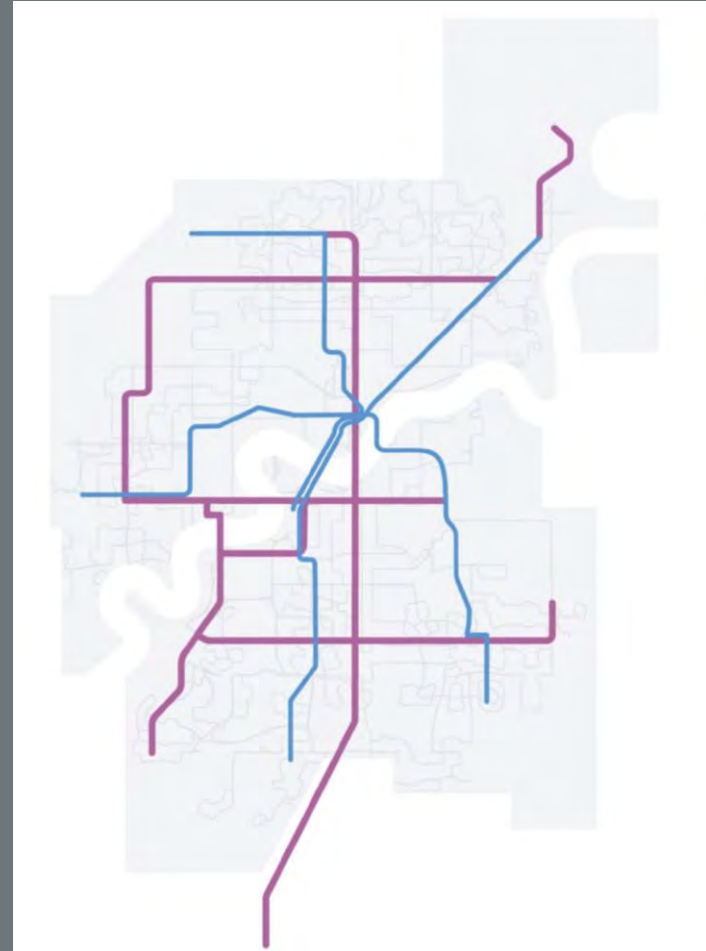
100 CEA Presentation

March 11, 2024

CIM+

Presentation Overview

1. What is Mass Transit
2. Overall Project Context
3. Area Context
4. Options Exploration & Refinement
5. Technically Preferred Solution



Note on The Technically Preferred Option

This technically preferred option has not been endorsed by the City of Edmonton – a final decision has not been made regarding the alignment of Mass Transit routes or the design / configuration of the intersection.

This work provided input on the transit performance and traffic impacts of the corridors, and is complimented by separate studies around land use, active mode integration, inclusivity / GBA+, transit operations, and public engagement which feed into the final decision-making process.

01

What is Mass Transit?



Local
Bus Service



Mass Transit
Network



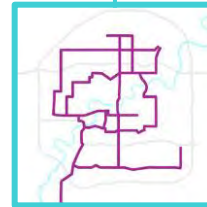
Integrated Transit
Network



+

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LRT Network

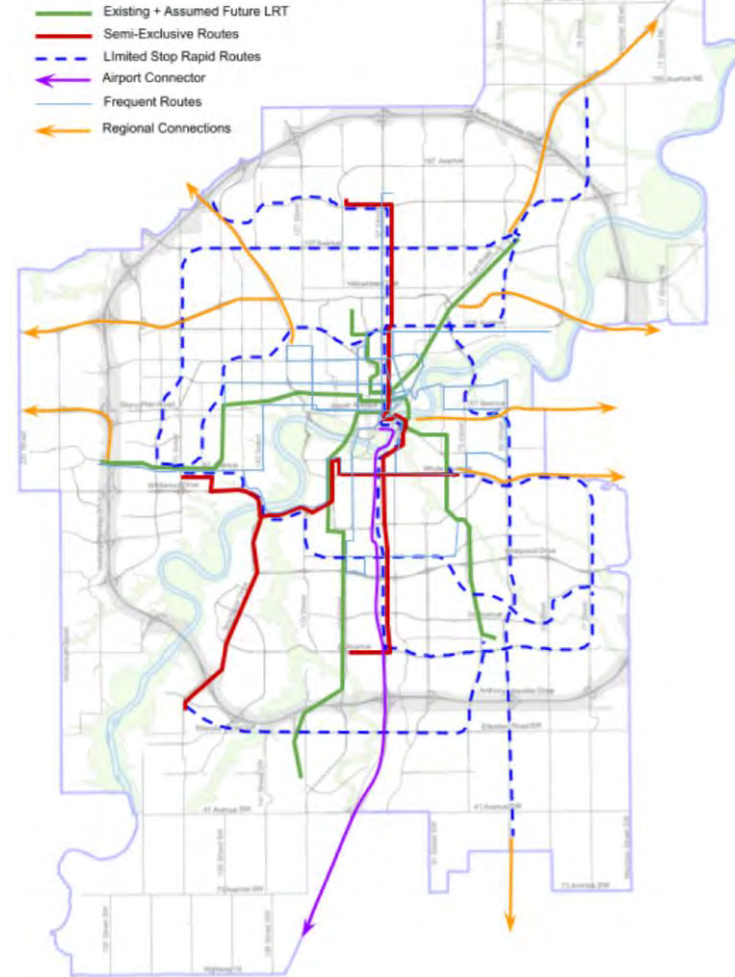


Bus Mass Transit

Mass Transit Planning History

- Work began as part of the City Plan and a vision for transit for 2 million people
- This was refined for developing a network for 1.25 million Edmontonians presented to Council in February 15, 2022
- Includes:
 - 3 city wide Bus Rapid Transit (BRT) routes
 - 15 bus-based district mass transit routes

Mass Transit Network for 1.25 Million:
City-Wide and District Routes



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Overall Project Context

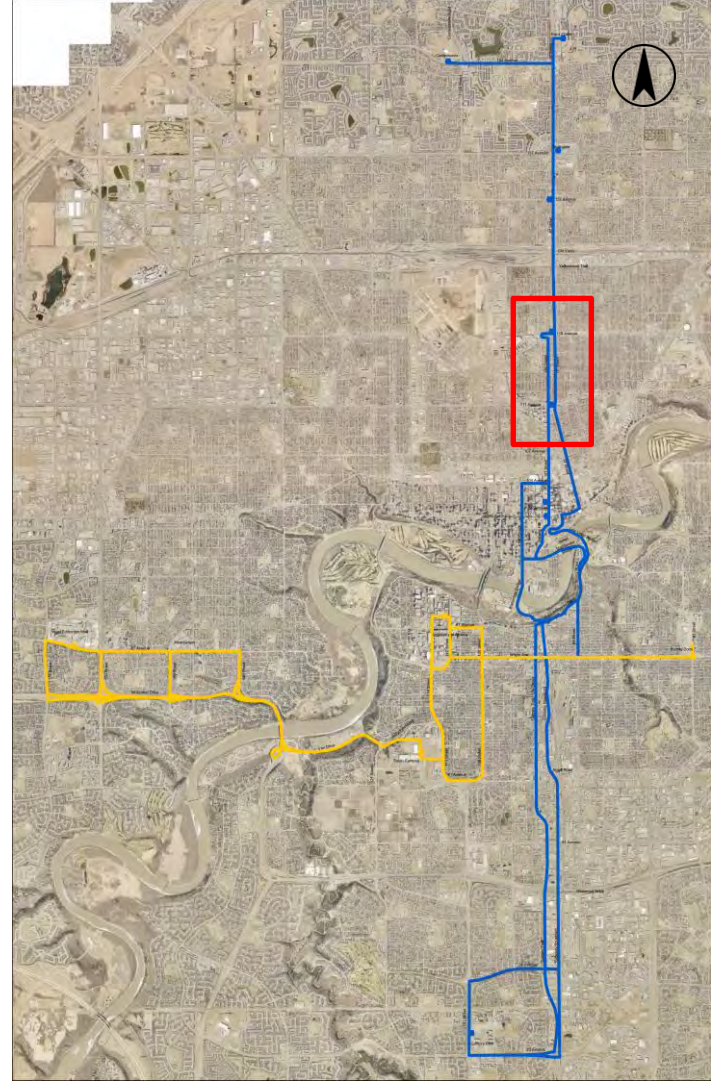


Mass Transit Traffic Analysis Overview

CIMA+ was retained to further examine the B1 and B2 corridors

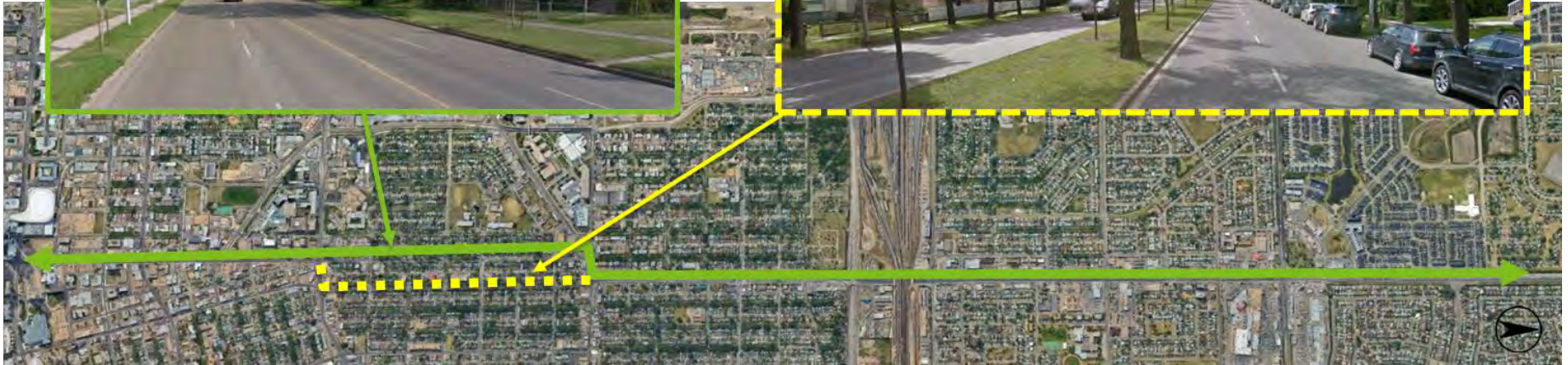
Three components to CIMA+ work:

1. Explore and recommend technically preferred alignment routing in select areas
2. Explore and recommend technically preferred transit runningway configurations for corridor segments
3. Confirm traffic operations of select corridor segments via MicroSimulation



Mass Transit Traffic Analysis - North Downtown Access

- Corridor exploration of routing BRT from north of 118 Avenue to downtown



Mass Transit Traffic Analysis – Technically Preferred Option



03

Area Context



Mass Transit Traffic Analysis - 101 Street/118 Avenue/97 Street

- Recommended routing necessitates exploring how to get BRT through this:



- Local Road
- Alley
- Driveway Access

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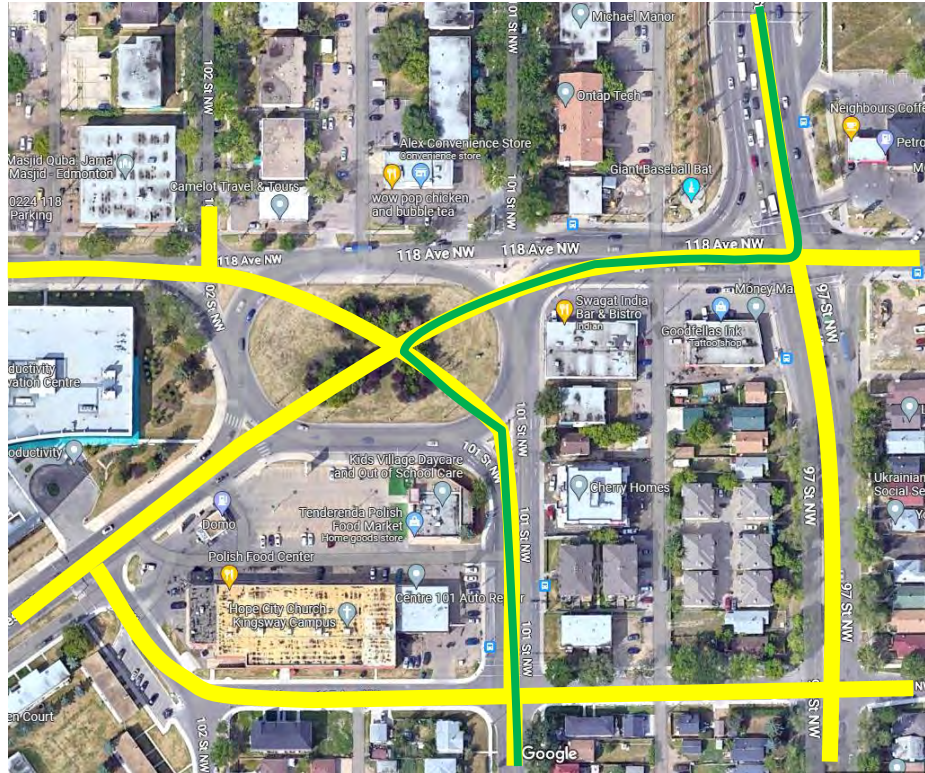
Option Exploration



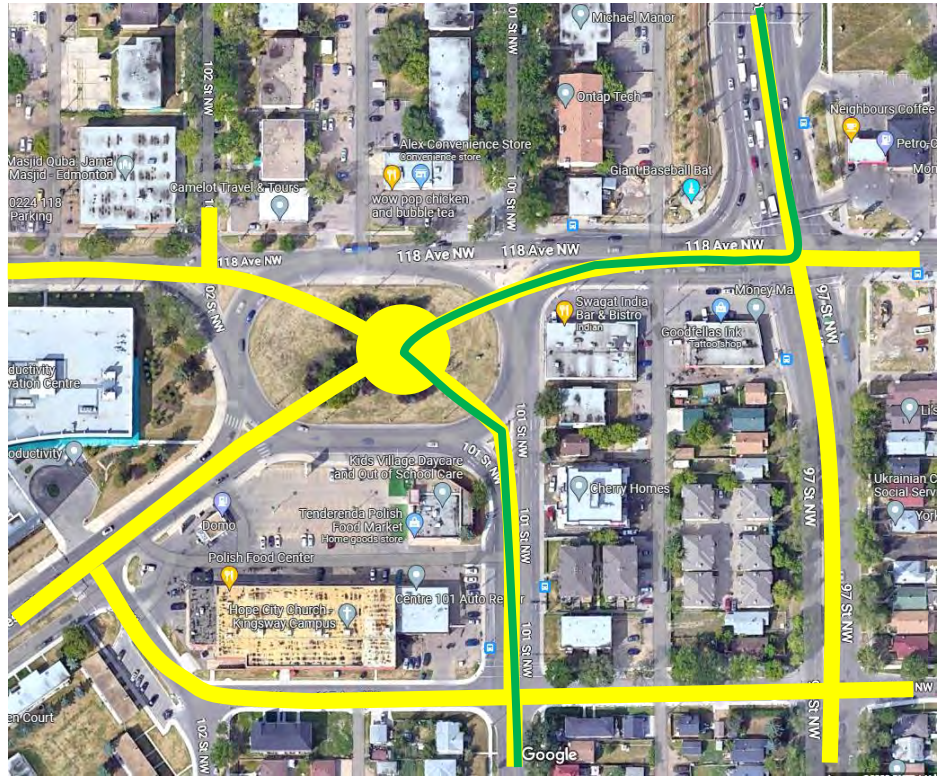
Initial Options Considered



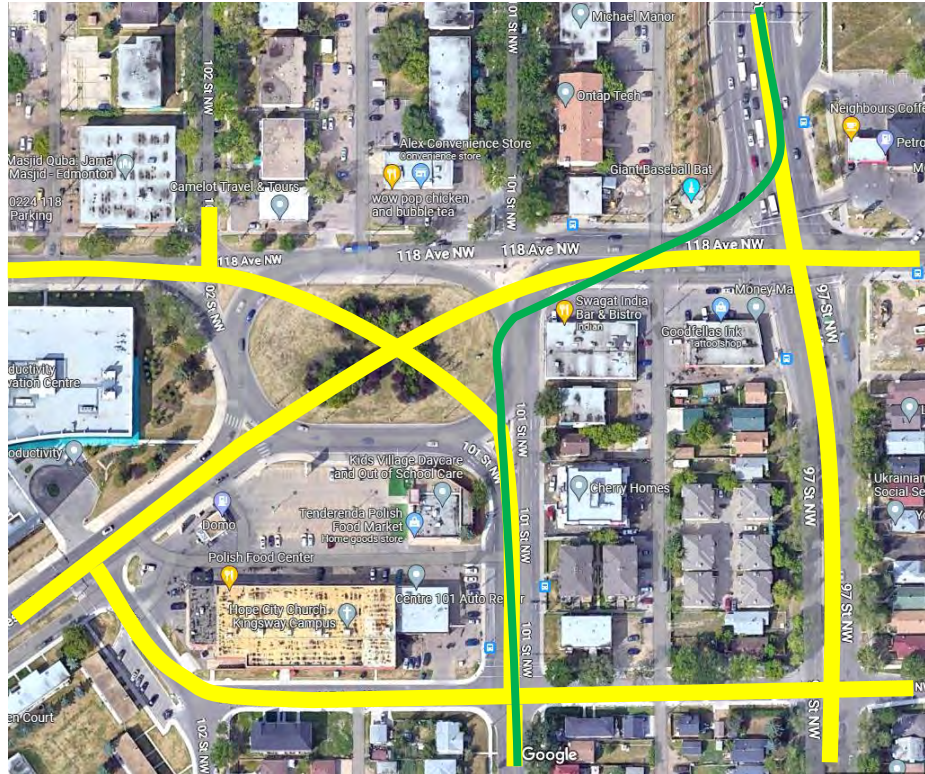
Initial Options Considered



Initial Options Considered



Initial Options Considered



04

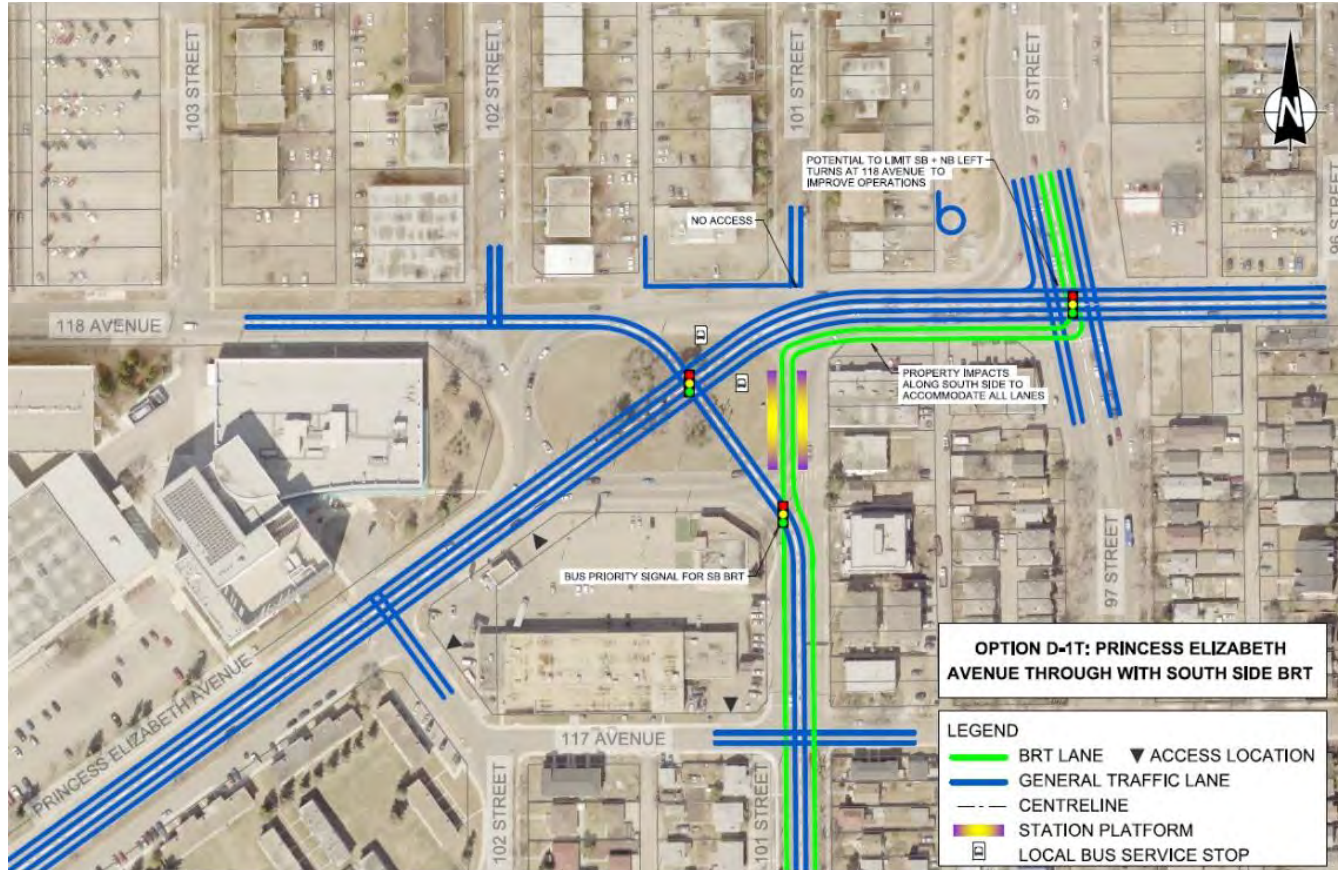
Option Refinement



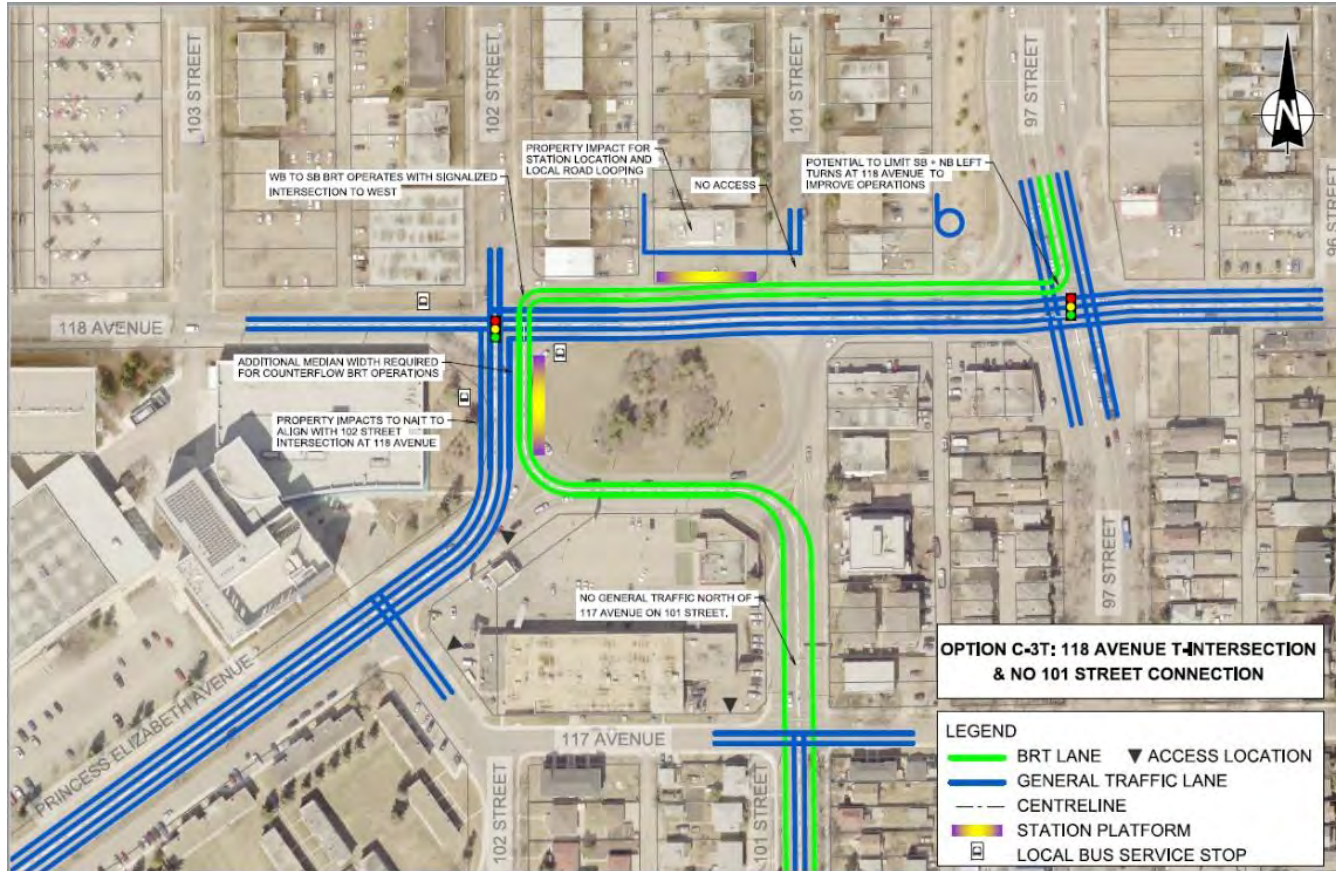
Refinement Workshop

- What works well?
- What are some of the challenges?
- What design opportunities exist?
- What was missed?

Princess Elizabeth Through Option



118 Avenue Through Option

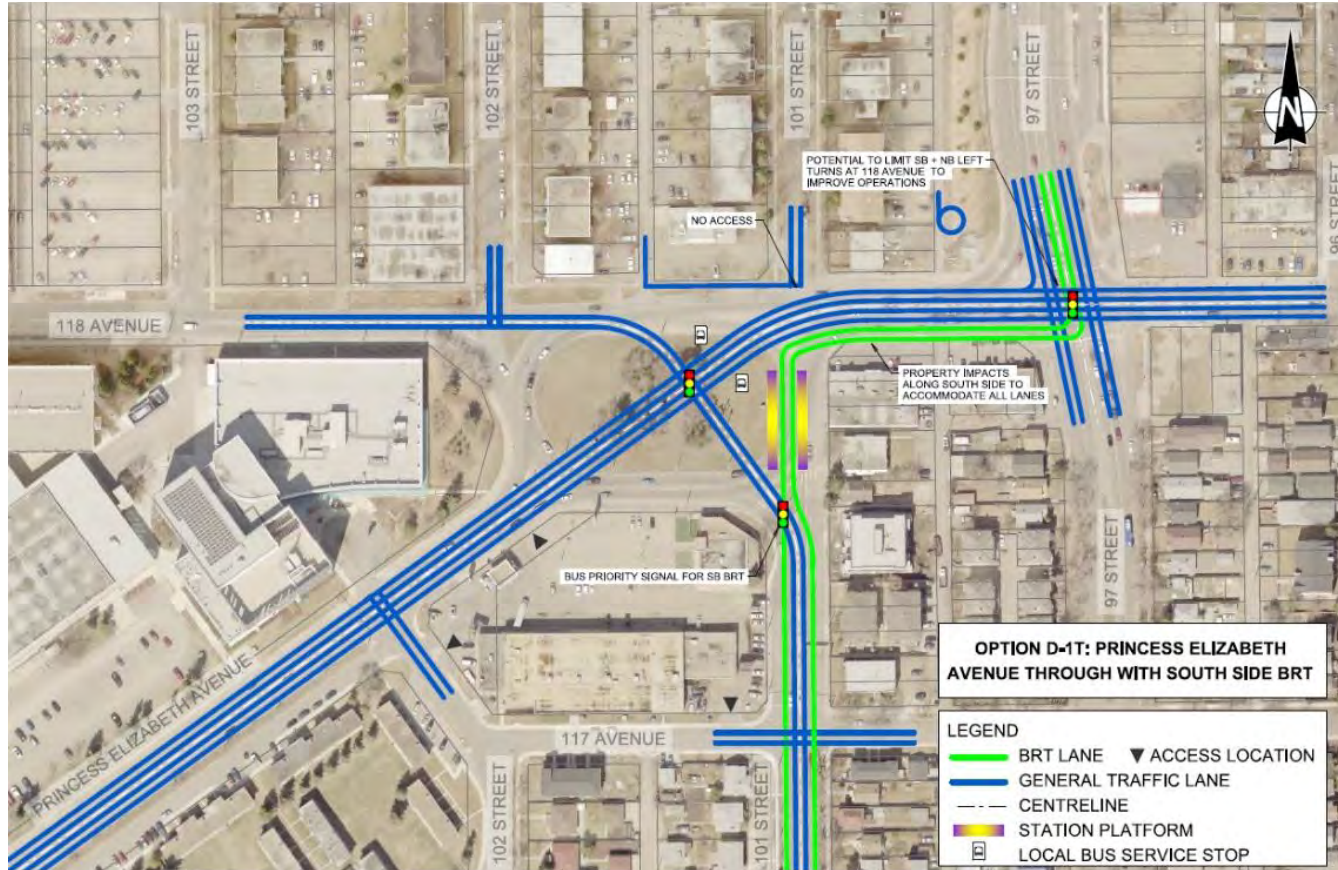


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Technically Preferred Option



Technically Preferred Option



Closing Notes

As noted at the start, this technically preferred option has not been endorsed by the City of Edmonton and represents one input into the decision making process – a final decision has not been made regarding the alignment of Mass Transit routes or the design / configuration of the intersection at this time.

- The City, through a separate process, has been undertaking extensive public engagement to gather feedback from residents
- The City is completing an evaluation process to combine input from this technical work, public engagement, steering committees, and other stakeholders to arrive at an overall recommendation for BRT

Thank you!

